

HARDING CABINET IS ALMOST READY; HUGHES TO BE IN IT

Except for Few Troublesome Situations Entire List Would Be Picked.

PLACE FOR DAUGHTERY

Dawes or Mellon Most Likely to Obtain Treasury Portfolio.

WEEKS MAY GET NAVY

President-Elect Wants Man of Wadsworth Type for Secretary of War.

Special Despatch to THE NEW YORK HERALD. MARION, Ohio, Jan. 13.—With only one week remaining of Mr. Harding's stay in Marion, the Cabinet situation boils down to this:

Except for two or three especially troublesome situations he could tonight write the ten names of his Cabinet officers, lock them up in his safe and forget about it until March 4.

There is absolutely no doubt that Charles E. Hughes of New York will be appointed Secretary of State. That is one of the certainties of the Cabinet mystery. All lacking is the formal invitation from Mr. Harding to Mr. Hughes and the latter's formal acceptance. The two men understand each other.

Names in Speculation.

The names that still lead in Cabinet speculation include John W. Weeks of Massachusetts, who will be here on Saturday for a conference. Mr. Weeks would like to have the Treasury portfolio, it is understood, but is more likely to get either the Navy or War. Will H. Hays of Indiana is in the running for Postmaster General.

Mr. Harding has found some difficulty, it is known, in finding the style of man he wants for Secretary of War. He wants a man of the type of Senator James W. Wadsworth of New York—youthful, vigorous, liking work and well informed in military matters and in business training. The end of the present week should see Mr. Harding's Cabinet vexations, sore as they are, resolved. Then will come, it is expected, the announcement that Mr. Hughes is to be Secretary of State.

Porto Rico's claims for a greater measure of self-government were laid before Mr. Harding officially today by Felix Cordova Davila, Resident Commissioner for Porto Rico, and Antonio R. Barcelo, President of the Porto Rican Senate. They came especially to urge Mr. Harding to appoint a native Porto Rican as Governor of the island.

"We would be glad to have the incoming President name Mr. Martin Drezewicz as Governor," said Mr. Davila. "Mr. Drezewicz was at one time acting Governor of the island, and is now Secretary of State. He is a graduate of Cornell University and has been connected as a Judge with the American administration of affairs in Santo Domingo."

Other callers were United States Senator-elect Norbeck of South Dakota and S. Davies Warfield of the National Association of Owners of Railroad Securities.

URGES STOKES IN CABINET.

Frelinghuysen Would Like to See Him U. S. Treasurer.

Former Gov. E. C. Stokes of New Jersey and chairman of the Republican State Committee there was put forth yesterday for Secretary of the Treasury in the Cabinet of President-elect Harding by United States Senator Joseph S. Frelinghuysen. He said he had not been asked by Mr. Harding to suggest any one from New Jersey, but would be glad to see Chairman Stokes in the Cabinet.

He had talked over the appointment of Charles E. Hughes as Secretary of State with Mr. Harding, the Senator said, recommending him highly. However, he was not sure that Mr. Hughes would consent to take the position.

Harding to Take Oath on Washington's Bible

Special Despatch to THE NEW YORK HERALD.

MARION, Ohio, Jan. 13.—When Warren G. Harding takes the oath of office March 4 he will use the same Bible used by George Washington. This Bible is owned by Alexandria Masonic Lodge, Alexandria, Va. The Bible is kept in a glass case on the altar of Alexandria lodge. It was announced today that this Bible had been obtained for the Harding ceremony through the influence of certain Masons. It never has been used by any other President since Washington's time, it is said.

ALIEN TREATY URGED BY FRANCES KELLOR

Better Than Legislation, New York Woman Tells Senate Inquiry.

Special Despatch to THE NEW YORK HERALD. New York Herald Bureau, Washington, D. C., Jan. 13.

Regulation of the immigration problem by diplomatic negotiation followed by treaty agreements between the United States and countries furnishing immigrants, was recommended to the Senate Immigration Committee today by Miss Frances Kellor of New York. She spoke for the inter-racial council and also as an expert and former immigration official in New York.

She furnished to the committee a mass of detailed information gained from foreign countries as to European conditions related to our immigration question. As she views it, foreign governments of Europe are now checking immigration themselves to stimulate national spirit and to improve their own governmental and economic conditions.

"If any emergency exists," said Miss Kellor, "it is an emergency demanding facts rather than legislation. This is a question demanding the utmost care in framing legislation which ought not to be undertaken hastily."

She strongly opposed enactment of the Johnson bill, insisting first, that its exemption would admit all aliens the steamships could bring in; second, that its regulations more easily could be evaded than passport regulations are evaded; third, that since European conditions are improving, such drastic steps are not needed to protect America; and fourth, that the Johnson bill will bring in more consumers than producers.

Prior to Miss Kellor's speech was not completed, the committee heard Harry E. McBride, chief of the passport vice section of the State Department, who recommended continuation of the present visa passport system which he regards as the best check that can be placed on foreign immigration to America.

He furnished statistics as to immigration to this country since 1909, showing that it gave us a net increase in population for the end of the 1920 fiscal year of 193,514. In this year total admissions were given as 621,576 and total departures of aliens 428,062.

Mr. McBride also showed that the net alien increased population for July, August, September, October and November, 1920, totaled 290,885; total alien arrivals being 471,790 and total departures 181,905.

Other testimony gave an estimate indicating that in the next five years Polish Nationals in this country now will return to their own country at the rate of 100,000 a year, or a total of 500,000.

LOWDEN SUGGESTED AS ENVOY TO MEXICO

Believed He Is Not Going Into Harding Cabinet.

Special Despatch to THE NEW YORK HERALD. New York Herald Bureau, Washington, D. C., Jan. 13.—The suggestion was put forward at the Capitol today that Frank O. Lowden, who has just retired as Governor of Illinois and who was a leading candidate for the Republican Presidential nomination at Chicago, be selected for Ambassador to Mexico in the event of early recognition of the Obregon Government by the United States. It is expected the proposal will be submitted to Senator Harding.

The idea originated with Americans who have important interests in Mexico and who see in Gov. Lowden an executive whose business experience would do much toward strengthening out the tangled affairs of Mexico.

It is thought to be fairly certain now that Mr. Lowden is not going into the Harding Cabinet. Whether the post of Ambassador to Mexico would open to him could not be determined by those who advocated his selection, but it was recognized that the work of reconstruction there will require the services of a man who possesses his qualifications.

TQ FLY WITH VOTE.

LINCOLN, Neb., Jan. 13.—Mrs. H. H. Wheeler of Lincoln and Mrs. Draper Smith of Omaha, delegate and alternate named to carry the Nebraska electoral vote to Washington, announced today they had accepted the offer of an airplane and pilot from an Omaha newspaper and would make the trip by air, starting from Omaha next Tuesday.

SENATE DEADLOCKED ON REDUCING ARMY

Bill to Appropriates \$10,000,000 for Nitrate Power Project Involved.

Special Despatch to THE NEW YORK HERALD.

New York Herald Bureau, Washington, D. C., Jan. 13.—A deadlock occurred in the Senate today between those favoring a reduction of the army to 175,000 and those insisting on early action on the bill to appropriate \$10,000,000 for the nitrate power project at Mussel Shoals, Ala.

Neither side would yield enough to fix timing for a vote on either proposal, although the time of the Senate for more than two hours was taken up in debating the proposed army reduction and trying to get an agreement to vote. The net result was no action at all and the Senate took up the nitrate bill, which is the unfinished business, after refusing 34 to 29 to have it temporarily set aside.

Senator Wadsworth (N. Y.), chairman of the Military Affairs Committee, headed those asking action on the army reduction bill, while Senators Underwood (Ala.) and Gronna (N. D.) insisted on an agreement to vote on the nitrate measure.

Senator Wadsworth insisted that delay in passing the army reduction bill was costing \$2,000,000 a day, since the number of recruits being added daily to the army would cost that much for maintenance, and accused Senator Underwood, who at the time was blocking the request for a vote, of being willing to add that amount to the Government's current expenditures.

"I am perfectly willing to vote on the army bill today if the Senator will agree to let the nitrate bill come to a vote tomorrow," said Senator Underwood. At the same time he offered to agree to a vote on the army bill if Senator Wadsworth would agree to reducing the army to 150,000, as has been proposed by Senator Leavitt (Wis.), which was refused. He made a counter accusation, later withdrawn, that the army was being used to delay action on the nitrate bill.

After considerable sparring for tactical advantage by both sides, Senator Wadsworth said:

"Will you give us one hour, or even half an hour, for a vote on this army reduction bill? In other words, are you willing to save \$2,000,000 a day to the Government without displacing the nitrate bill as the unfinished business?"

"For without an agreement for voting tomorrow on this nitrate bill," replied Senator Underwood.

Senator Gronna submitted a formal unanimous consent request for the army bill vote today and the nitrate bill to-morrow, but Senator Wadsworth objected. Debate on the nitrate measure was then resumed.

Among the interested spectators at the show yesterday were more than a dozen members of the Chinese Government's official mission to this country, which has just arrived in New York via Vancouver and Chicago. This mission is composed of prominent Chinese silk producers here for the International Silk Show to be held in Grand Central Palace in February.

There are so many points about the latest offerings in the automobile field that even the most casual visitor is attracted to some particular car for a thorough inspection. The Reo six sedan is constantly surrounded by interested visitors, which attests the attractive appearance of the bevel edged stream lines of the body. The interior finish and equipment of the sedan, as well as of the Reo coupe, are handsome.

In inspecting the unusually attractive bodies incorporated in the Dort display one is impressed with the generous storage space provided without detracting from the general attraction of the cars. Roomy pockets in the doors and compartments under the seats, plus space under the rear deck of the roadster and coupe, provide for luggage, tools and miscellaneous articles.

Unique innovation in the pocket in the back of the front seat of the touring car for the storage of side curtains. A combination of colors makes the Peerless exhibit attractive. Here a four door roadster finished in Peerless cream and with beige brown fenders and trimmings receives much attention. A seven passenger touring car in green with light stripe, gold border and nickel finish, a seven passenger sedan with Peerless red plum and black trimmings, and a coupe in Peerless blue with black trimmings, complete the display of bodies at this space.

Salesmen at the Premier space find little trouble in getting an attendance when they explain the operation of the magnetic gear shift with which the Premier is equipped. Gray is the color scheme followed in the Hupmobile four door sedan. Darker gray stripes are used in the cushions and seat backs, while a still darker shade has been adopted for the carpets and lower portion of the doors and seats.

To-morrow, Saturday, will be "Suburban Day" at the show and will be the final day for the exposition.

CHAPLAINS OF SENATE AND HOUSE RESIGN

Rev. F. J. Prettyman Takes a Tennessee Church.

WASHINGTON, Jan. 13.—The chaplains of both the House and the Senate submitted their resignations today.

The Rev. Forrest J. Prettyman, who has served as chaplain of the Senate since the beginning of the Wilson Administration, submitted his resignation, take effect at the will of the Senate. He will go to Knoxville, Tenn., to become the pastor of a church.

The Rev. Henry N. Couden, the blind chaplain of the House, formally tendered his resignation today to become effective when a successor is appointed. Previously the House had adopted a resolution providing for his retirement as chaplain emeritus with a salary of \$1,500 a year. He has served in the office for twenty-five years.

FORD STILL GAINS IN RECOUNT.

WASHINGTON, Jan. 13.—Continued inroads into the 7,500 plurality by which Senator Newberry of Michigan was elected were made by Henry Ford in today's recount of the ballots by the Senate Privileges and Elections Committee.

When the committee closed the day's work Mr. Ford had gained 955 votes in 779 precincts recounted out of 2,260.

CAR SHORTAGE IS RUMORED AT SHOW

Manufacturers, However, Say They Can Handle Big Increase in Demand.

Rumors of a car shortage in the spring, resulting in delayed deliveries, were going the rounds yesterday at the National Automobile Show at Grand Central Palace. The reports were due to the unexpectedly heavy demand for cars which has developed at the show, and as yet they are rumors only, for company heads have stated they can handle any reasonable growth in business.

Attendance records continued to be smashed yesterday. It was announced at the show that the number visiting the show Wednesday night and it was greater than on any other Wednesday night of show week in previous years back to the horseless carriage's first display in Madison Square Garden in 1900. The encouraging thing in the eyes of the dealers is the fact that the crowds are buying as well as looking. One sales head declared his organization had sold forty-one cars since the show opened, of which sixteen were sold Wednesday.

Yesterday was army and navy day and there was a good representation of both branches of the service on the four floors. The automobile was a big factor in the world's largest show, and under the most severe tests. No one realizes this fact more than the army man who was in France during the conflict, and there are many service men who can tell of lives saved by the use of the motor car during the great conflict.

To-day, Friday, will be dealers' day at the show. Automobile row has prepared for a big session. W. C. Poertner, president, and Tom Moore, secretary of the Automobile Dealers' Association of New York, report that the members of their organization are so pleased with what the present exposition has brought out in the way of orders that the "boys" had laid plans to make Friday the banner one of the show.

Persons making their second visit to the show during the week were in evidence in large numbers yesterday, according to salesmen located at many car spaces. Their first inspection of the show being more or less casual, these people came back, it was said, in many cases with other members of their families to make a definite decision to purchase a car. Salesmen also remark the absence of reluctance on the part of visitors to give their names as prospects.

As a result, quite a few New York dealers will be provided with prospect lists that should bring forth some gratifying sales results.

Among the interested spectators at the show yesterday were more than a dozen members of the Chinese Government's official mission to this country, which has just arrived in New York via Vancouver and Chicago. This mission is composed of prominent Chinese silk producers here for the International Silk Show to be held in Grand Central Palace in February.

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Studebaker V. P.



H. A. Biggs, vice-president of the Studebaker Corporation, was toastmaster last night at the annual Studebaker dinner in the Hotel Astor. The speakers were A. R. Erskine, president of the company; M. F. Wollering, vice-president, and L. J. Ollier, vice-president. Motion pictures showing the manufacture of Studebaker cars were one of the features of the programme.

OPTIMISM WANTED.

No Real Cause for Pessimism in Motor Industry.

"A fellow has to be loaded with optimism clear to the muzzle to be able to wade through a conversation with the average man in the automobile business these days without believing that the world is headed straight for demotion, with the skids greased all the way," is the way W. N. Thompson, president of the Stutz Motor Car Company of America, Inc., pictures the pessimistic attitude of many men in the automotive industry.

"It recalls," he continued, "the story of a man who never heard of insomnia until he read about it in the dictionary one day. After that he had a bad case of nervous breakdown, caused by lying awake nights worrying for fear he might get it and wouldn't be able to sleep any more."

"An exhaustive investigation seems to have proven that most of the pessimism in this industry is a state of mind. The New York automobile show will have performed a real service to the industry if members of the trade can be returned to their place of business with a smile on their faces and a bit of optimism on their tongues."

HAYNES SPEEDSTER ATTRACTS.

Many Admire Ivory White Roadster With Distinct Wheels.

One of the most beautiful cars on display at the automobile show this year is the 1921 Haynes special speedster, presented in a striking and unusual color combination, which is certain to win the approval of thousands of show visitors. This handsome two passenger Haynes is painted an ivory white with black running gear. Six nickel distel wheels, two of which are carried on either side at the front, lend a tone of distinctiveness to the car.

NAVY MAN SAILS WITH CAR.

Lieut. Glick, Commander of Chaser, Takes Oldsmobile on Voyage.

Lieut. J. D. Glick, in command of the United States Navy's submarine chaser Eagle 40, is so fond of his Oldsmobile roadster that he secured Uncle Sam's special permission to carry the car to Honolulu on the vessel he commands.

For a year and a half during the war Lieut. Glick was in charge of testing Eagle boats on the Great Lakes. Before being accepted for actual service each of these boats had to pass the tests imposed by his department. After the war he was given command of Eagle 40 with sailing instructions which made his destination Honolulu. He took with him his Oldsmobile roadster on the deck of the chaser.

From Detroit he sailed down the St. Lawrence Canal, stopping at Oswego, Ogdensburg, Montreal, Quebec and Halifax. From the Gulf of St. Lawrence he sailed down the Atlantic, stopping at London and Norfolk, Va. At all these places he took his Oldsmobile ashore and toured the country.

From Norfolk, Va., he went on to Cuba, then through the Panama Canal and up to San Francisco, his home town, where he spent over a month before leaving for Honolulu.

BRISCOE DIRECTOR SURE OF FUTURE

Renewed Business Activity Already Felt in West, Says L. B. Patterson.

A very interesting analysis of business conditions in general and the automobile industry in particular was furnished yesterday by L. B. Patterson, a prominent Chicago banker and business man and a director in the Briscoe Motor Corporation. Mr. Patterson, who came on to look over the show, expressed himself as very well satisfied with the outlook.

"In the West," said Mr. Patterson, "we already feel the upward trend of renewed business activity. Our leading merchants have been steadily depleting their stocks until in many cases their inventories are already below normal. There is consequently a growingly favorable attitude toward replacement, and they are beginning to refill their shelves with reasonable goods. Farm products, while not bringing the prices hoped for by extremists, are in a very comfortable economic situation and are steadily easing up the financial position as they begin to flow to market. The money they bring is not being hoarded, but is available for the regular channels of trade. It must be borne in mind that the farmer will not readily abandon the comfortable standards of living which the last few years have developed. He, like every one else, recognizes the necessity for thrift and care in expenditures; but he is not going to retrograde in standards."

"Business may take a slightly different form, but there will be business in good volume. The men who are pessimistic about our country as a whole, and particularly about the great central West, may have a small local following here and there, but their estates will pay no large inheritance taxes when they die."

PIERCE-ARROW TESTED IN N. C. Although they were unaware of it, backwoods folk of North Carolina were the first to view the latest Pierce-Arrow creations which are being exhibited this week at the show. During the winter of 1919-1920 the first of five test cars pounded over mountainous roads in that country twenty-four hours a day, drivers working in shifts. The car was so well designed that no one suspected it to be a Pierce-Arrow.

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